

THE BIG BROTHER OF THE CITY JITNEY BUS

Where once ancient stage coaches of the Studebaker and Concord type lumbered over the old roads in the west, now thoroughly modern motor cars sign over paved boulevards, plow through the desert sands and climb highlands over excellent mountain roads. In southern California alone, there are now more than 100 Studebaker cars covering an average of 60,000 miles a year on stage runs.

Warner M. Bateman, Studebaker dealer for San Diego county, describes an excellent highway—135 miles long which connects San Diego and Los Angeles. This route is traversed by 21 Studebaker cars operated on a stage line between the two points. These cars are not all operated by any single company, however; rather are they run by the individual owners operating on a regular schedule by mutual agreement.

One way railroad fare between San Diego and Los Angeles is \$2.35, or \$5.00 for the round trip, while on the stages it is but \$2.50 one way and \$4.00 for the round trip. Thus, passengers on the automobiles not only have an excellent trip through the open country but they save money in the bargain.

There is also another line which makes a strong appeal to tourists—from Los Angeles to San Francisco and this also is made by Studebaker cars over both valley and coast.

The motor stage is responsible for opening up many sections hitherto inaccessible, and as a result there has been considerable development in

these places and incidentally the stages now carry considerable freight. While in the cities the automobile has given great competition to the street cars, the competition of the automobile to the railroads for interurban traffic has been even greater owing to the great development of the motor stage industry.

Hayden Happenings

Third month of the Hayden public school closed December 2.
Days taught 13
Days attendance 3,329
Tardinesses 79
Number of boys 147
Number of girls 152
Total attendance 299
Average number belonging 271
Average daily attendance 256
Percentage of attendance 92

The following were neither absent nor tardy:

First Grade—Teacher, Flora Scholten. Arthur Brondes, Jesus B. Vargio, Elmer Corona, May Connor, May Belle Fellows, Refugio Gonzales, Lillian Morris, Marian Marshall, Carl Rick, Bessie Brown, Julia Mendoza, Grace Mammell, Lloyd Owen, Myrtle Hunsdale, Walter Sainsbury, Antonio Vane, Alfonso Senola, Cecelia Trevino.

First Grade—Teacher, Clifford Page. Bisente Franco, Roberto Gutierrez, Fortina Gutierrez, Eva Quarto, Roberto Sanchez, Joaquina Sanchez, Anestis Villa, Cula Martinez, Lucille Quarto.

First Grade—Teacher, Edith McSproun. Lela Brady, Apollinar Barrota, Sarah Covales, Jose Martinez, Antonio Martinez, Angel Montenegro, Loretta Montenegro, Jose Ortega, Guadalupe Pacheco, Manuella Robles.

Maria Tranquilina, Frank Trevino, Ernesto Gonzales, Onofredo Solarte, Rosalinda Trevino, Teacher, Rosie Surgen. Edward Barwood, Marion Lewis, Alexander Moffat, Florence Morris, Floyd Owens, Guillermo Patton, Leopardo Urens, Emmett Vann.

Third Grade—Teacher, Grace H. Wood. Florence Adams, Helen Bailey, Virginia Brune, Ruth Burrois, Merle Bardwell, Violet Brundis, Carmelita Flores, Josefa Gonzales, Edw. Gracie, Phyllis Hartley, Jennie Jacobson, Hilma Kewerson, David Moffat, Frank Mendoza, Pax Mendoza, Anita Oliveira, Ramona Orvick, Paul Thompson, Flora Vildosola, Yvonne Viorra.

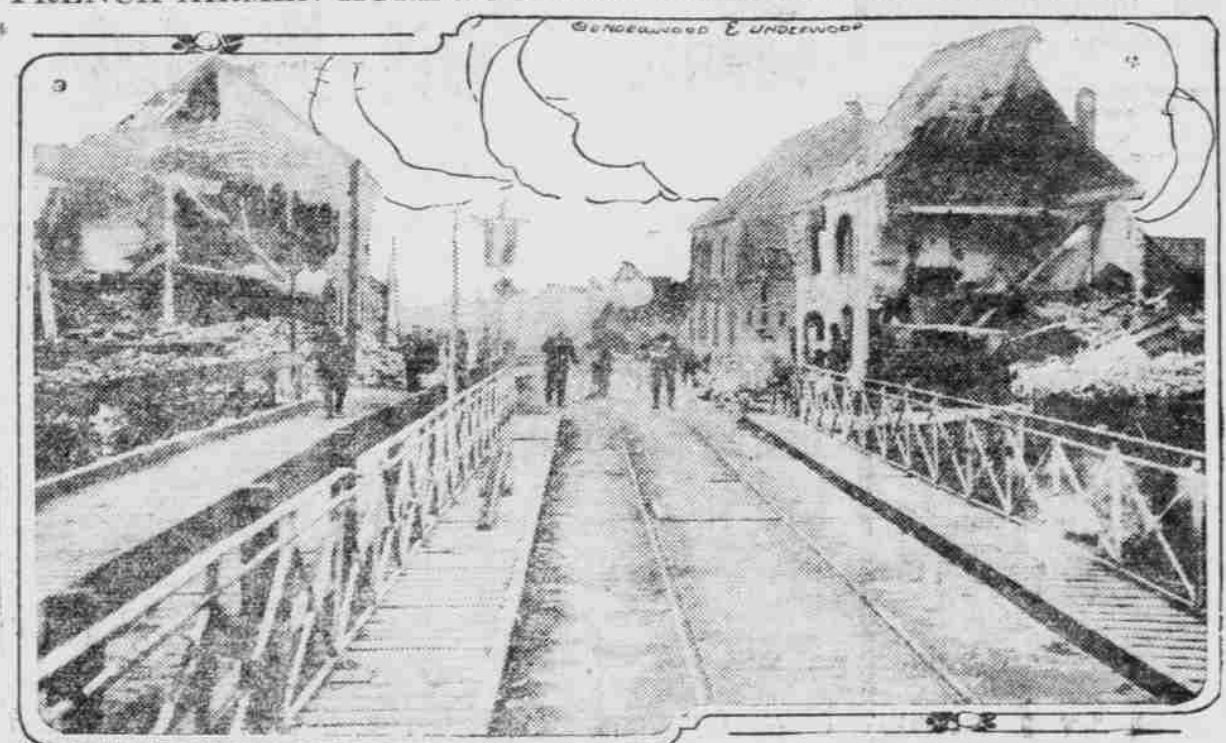
Fourth, Fifth, Sixth Grade—Miss E. Elwell, teacher. George Adams, Marion Faulkner, Moss Harvey, Mary Lewis, Louise Lewis, Maurice Masseroh, Ramon Ortiz, Lucas Baldenegro, Romula Baldenegro, Lewis Bailey, Anafia Burrois, Raymond McCaughey, Richard Rowe, Rosa Vargas, Mercedes Yanes, Madeline Norman, Helen Norman, Margaret Campbell, Edith Janelis, Marcario Palastaros, Mary O'Brien, Clara Cook, Ruth Carter, Ruth Dewey, Gladys Devery, Pauline Geers, Walter Lawrence, Mildred Masterson, Ruth Newberry, Edgar Patton, Stephen Spaulson, Justin Saragosa, Alva Weaver, Earl Weaver, Robin V. Vee, Edwigen Vela, Louis Mandola, Adrian Grillo.

NOTICE OF ANNUAL STOCKHOLDERS MEETING

Notice is hereby given that the annual stockholders meeting of Palo Alto Milling & Mining Co., Inc., for the purpose of electing a board of directors for the ensuing year will be held at 536 W. Adams St. at 10 o'clock A. M. on Tuesday, January 11, 1916.

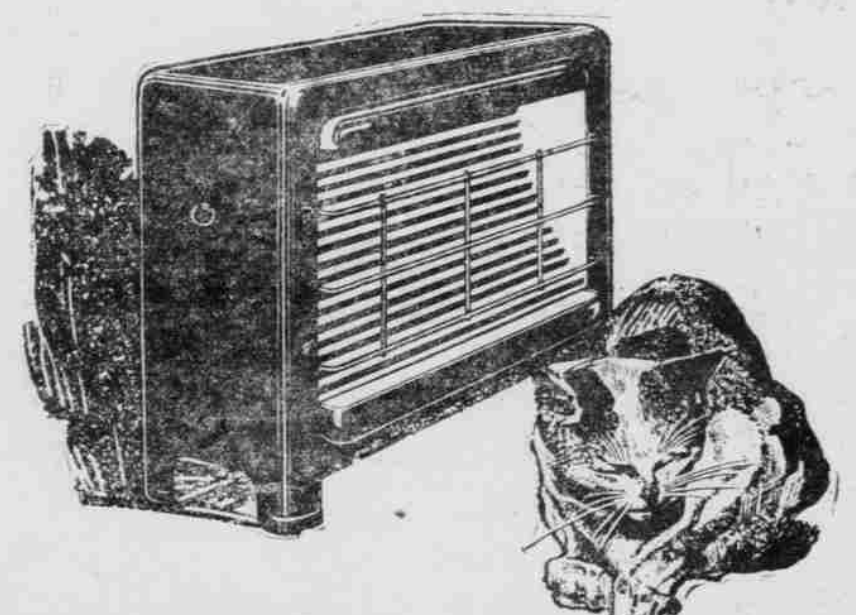
BERTHA SISTRUNK, Secretary.

FRENCH AIRMEN HURL BOMBS AT LILLE BRIDGE TO HINDER FOE



Bridge at Lille.

This photo shows the railroad bridge at Lille which trains use for communication with Lens. To prevent the Germans from cutting reinforcements to the battle lines at Lille and held up railroad traffic. Notice the ruined houses which still stand a monument to the fighting between the French and the Germans in this section. The bridge and town are strongly guarded by German troops.



Even Old Puss enjoys it

The glowing warmth of the open gas heater makes any room warm and cozy in a few minutes at slight expense.

With its genial glow of heat, it fills the place of the open fire without involving any of its labor or inconvenience and gives plenty of heat WHEN and WHERE you want it.

The latest improved models sell from \$1.75 up. You are invited to see them displayed at our office.

Pacific Gas & Elec. Co.

ALL VEHICLES SHOULD LIGHT UP FOR SAFETY

That the time has come to insist on all vehicles carrying lights after dark, is the opinion of Charles E. Peterson, of the Oakland Auto Sales company. He thinks it quite probable that the fatal accident on the Mendocino road would have been avoidable had the loggia carried lights.

Every auto driver, he says, recalls occasions on which he has suddenly come upon unlighted vehicles, and has risked lives and possessions. No matter how good his own lights are, a motorist can see only what is directly in front of him.

There have been several accidents recently. The recent one gave an account of the accident to Dr. Hughes' car on Thanksgiving night. On the same night, Peterson was driving out Central avenue at less than twenty miles an hour when a runaway horse with an empty spring wagon dashed from a side street and collided with the front fender of the car. Peterson turned the car quickly and drove his new Oakland six right through a barbed wire fence. The accident would have been avoidable had the rig carried lights.

"Owners of all vehicles ought not hesitate about putting on lights," said Peterson, "for lights cost very little compared with the damage that sometimes results in the dark. All automobile drivers ought to insist on this matter before other accidents occur. It seems hardly fair that motor cars and motorcycles are the only vehicles compelled to carry lights."

SERBIAN NATIONAL HYMN
God or Justice! Thou who saved us
When in darkest bondage we sat,
Hear the Serbian children's voices,
Be our help as in the past.
With Thy mighty hand sustain us,
Still our rugged pathway trace;
God, our hope! protect and cherish
Serbian crown and Serbian race!

On our sepulcher of ages
Rejoice the resurrection morn,
From the slough of direst slavery
Serbia anew is born.
Through five hundred years of darkness
We have knelt before thy face,
All our kin, O God! deliver!
Thus entreats the Serbian boy
—Translated from the Serbian by
Elizabeth Christitch.

Hire a little salesman at The Republican office. A want ad will see more customers than you can.

OPEN AIR SCHOOLS AND RED CROSS SEALS.

Institutions Where Children Are Taught and Taught at Same Time.

"Say, teacher, how sick's a feller got to be fer get in this 'ere open air school?" This was a greeting to one of the teachers at the Elizabeth McCormick Open Air School in Chicago the other day by a puny little fellow who had been envying the sick children the good time they were having at studying, working, sleeping and playing all in the open air.

Open air schools to the number of nearly 500 are now maintained all over the United States. Some of them this winter in the northern states will hold sessions when the thermometer is down to zero or below. Others will enjoy the balmy winds of Southern California, Louisiana or Alabama.

In the open air school movement Red Cross Seals have played and are still playing an important part. The seal money, through the Anti-Tuberculosis societies, has been the means for experimenting and convincing the hard-headed school boards of the wisdom of the plan and also for providing food, clothing and special nursing care which the public funds could not furnish. Red Cross Seals are among the children's truest friends.

RED CROSS SEALS HELP AND PROTECT.

Christmas Messengers Work the Year Around For Tuberculosis Sufferers.

How Red Cross Christmas Seals not only bring comfort, but provide safety and protection for those who haven't tuberculosis, is illustrated by a story which reached headquarters today.

Working as a compositor in a small newspaper office in an Indiana city, she fell a victim to tuberculosis through some one's carelessness. She was only nineteen and the sole breadwinner for a little family group which consisted of herself and her grandparents. Her fellow workers noticed that her cough became chronic and that day by day she grew thinner and thinner, but she never confided her troubles to any one. She just "kept on the job." Through an unknown channel the King's Daughters learned of the case, and investigation proved that the girl slept at night on a pallet laid on three chairs so that she could be near the two old people whom she was supporting.

Physicians pronounced her case hopeless, and she was refused admittance to the state sanatorium for early cases for this reason. She knew little about the danger of spreading the disease to others until recently, but she is now being cared for at home through Red Cross Seal funds and is taking the recognized precautions to prevent her infection from spreading to others.

THE TURN OF ELDERLY MEN Events of the War Show He May Be of Greatest Service.

Something happens now and then to recall from oblivion, for the time being, Doctor Osler and his theory. This time it is the London Chronicle's comment on the German death lists published in Vorwarts.

men killed continues to grow higher. During the first year of the war it rarely happened that men more than 25 or 29 years old were announced as killed. But with the beginning of the second year the age gradually mounted up until now it is no rare occurrence to find men of from 41 to 48 among the lists.

Which is but another way of pointing out that the old man still is of service, particularly to the god of war. But there is another and more impressive recognition of the place of the elderly man in affairs of moment. The London Chronicle, in announcing the change of ministry in France, said:

"A special feature of the reconstructed ministry is the large number of so-called 'ministers of state' or ministers without portfolio, all of them political figures of the highest prominence, of great length of experience."

"Nearly all these ministers without portfolio are of great age. Several of them are ex-premiers. They will form a sort of council of older statesmen."

They are brought in because of their immense influence over thinking Frenchmen of all political parties."

Which is the final refutation of Doctor Osler's theory.

A UNIQUE POLITICAL SITUATION Socialists Elected to Office General Electric Company's Expert

The Rev. George R. Lunn, socialist candidate for mayor of Schenectady, won by a good, clear plurality over the republican candidate, with the democrat a bad third. He was helped this year by the strike in the General Electric company's works, which stirred up labor sentiment.

Perhaps the queerest thing about the Schenectady result, however, is the election, as a socialist, of Charles P. Steinmetz, as president of the common council. Steinmetz, as every electrician knows, is a man who, in the electric field, is ranked by only Edison and Tesla. He is with the General Electric company, which does not love George R. Lunn, but personally, he is in full accord. It is said, with international socialism. His position, to say the least, is anomalous in the politics of Schenectady.—From the Brooklyn Eagle.



Fathers, Mothers, Big Sisters and Brothers Should Not Be Forgotten!

While we all realize that Christmas belongs to the children, the grown-ups, 'children of a larger growth,' would be deeply disappointed if they were not remembered on Christmas morn; and so we have provided a list of gift things we know will bring joy.

Smokers' Stands
Smokers' Sets
Music Cabinets
Ladies' Desks
Cellarets
Tea Wagons
Footstools
Laboratory
Shaving Sets
Jardaniere

Jardaniere Stands
Library Desks
Morris Chairs
Sofas
Upholstered Chairs
Dining Sets
Settees
Tables
Casseroles

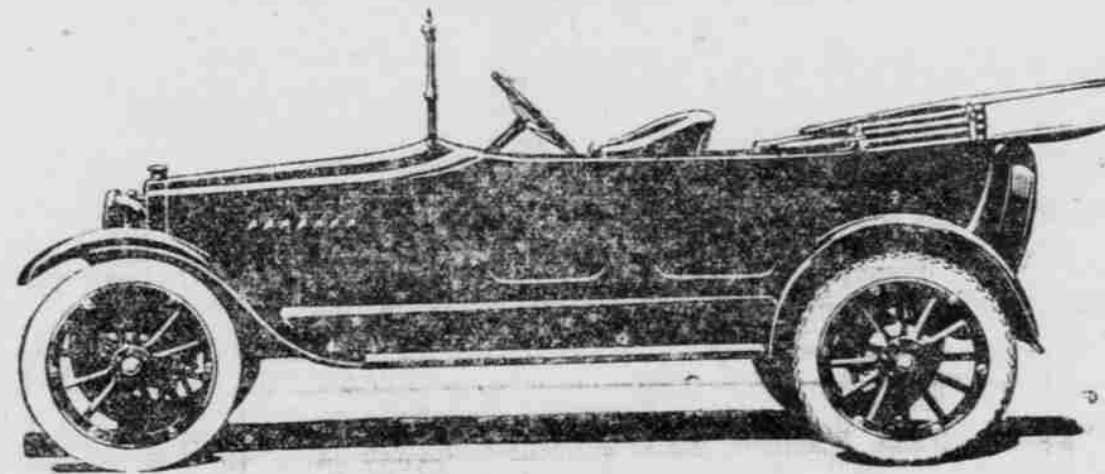
Roasters
Kleiver Kraft—"Silver Ware"
Suit Cases
Hartman Trunks
Hand Painted China
Cut Glass
China
Percolators
Japanese Baskets
Buck's Famous Ranges

Dorris-Heyman Furniture Co.

Arizona's Largest House Furnishers

SAXON SIX

A big touring car for five people



Power of a locomotive

Mighty, resistless power that seems capable of sweeping you on and on forever—that's the first thing you feel when you sit behind the wheel of a Saxon "Six."

You sense it in the motor's low, healthy purr. You feel it in the steady, even pull as the car gets under way. And then, when you step on the accelerator, what a revelation of power you get. The car leaps forward—eagerly, like a bound unleashed. Speed is yours—as much as you want—with only a touch of the throttle. Hills are like level places. You romp up steepest grades without the slightest feeling of effort. Saxon "Six" has proved its hill-climbing ability on all the famous testing hills of the country. In the Stamford, Conn., Hill Climb, it took first place. Up the three-mile mountain road at Uniontown, Pa., it sped in 4 minutes and 4 seconds, defeating all cars in its price class and some that were higher priced. Ralph De Palma, the world's greatest racing driver, who competes, said the show-up of the Saxon "Six" at Uniontown was the most astounding performance he had ever seen.

"Four" Roadster
With detachable Coupe top
Delivery Car.

In this great car the Saxon engineers have incorporated the most advanced ideas of motor car design.
High speed motor
Light weight
Yacht line body
Comfort for all passengers
Saxon high speed motor plus Saxon light weight is the combination that gives such wonderful power. Yacht line body gives the "Six" its striking beauty and style. Ample room in both driver's seat and tonneau gives complete comfort for all passengers. Come in and see this splendid car. Let us prove to you its power and quality. In choosing your touring car don't be content with anything less than a "Six."
Six-cylinder high speed motor, 30-35 h. p.; yacht line body; two-unit electric starting and lighting; demountable rims; one-man top; Timken axles and bearings; vanadium steel cantilever springs; 112-in. wheelbase; 32x3/2-in. tires, non-skid in rear.

"Six" Touring Car \$785
With detachable Limousine top \$935
"Six" Roadster 785



C. L. Fauber

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Phone 1967